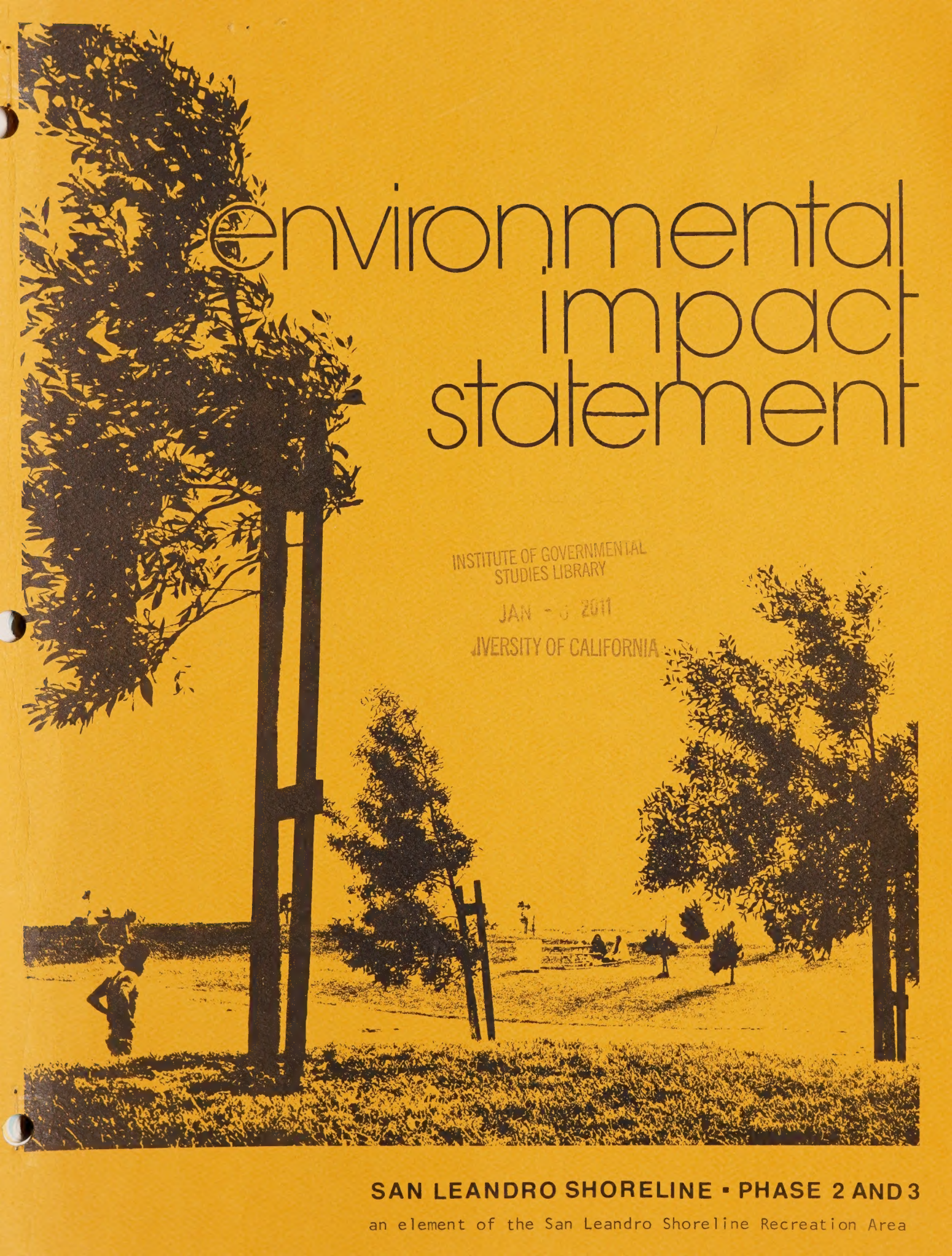




environmental impact statement

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SAN LEANDRO SHORELINE • PHASE 2 AND 3

an element of the San Leandro Shoreline Recreation Area

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Contents

BACKGROUND

1. Location and Access
2. Historical Development

DESCRIPTION OF PROPOSED PROJECT

ENVIRONMENTAL IMPACT

1. Probable Impact of the Proposed Project on the Total Environment
2. Probable Adverse Environmental Effects
3. Mitigation Measures Proposed to Minimize the Impact
4. Alternatives to the Proposed Project
5. The Relationship Between Short-Term Use and Long-Term Productivity
6. Irretrievable Commitment of Resources
7. Discussions with Other Government Agencies

MAP: San Leandro Marina Schematic Layout

BACKGROUND

1. Location and Access

The 1,800-acre San Leandro Shoreline Recreation Area is situated along 4-1/2 miles of San Francisco Bay's easterly shoreline at the foot of Marina Boulevard in San Leandro.

It is located one mile southerly of the Oakland International Airport control tower and 1-1/4 miles west of the Nimitz Freeway. Access by vehicle is via Nimitz Freeway to Marina Boulevard and west to the shoreline. Water access to the marina and to the small boat lagoon that is part of this project is provided by a two-mile long deep water channel marked by range lights and foghorn to the southwest.

Channel maintenance is an authorized maintenance of the U. S. Army Corps of Engineers.

2. Historical Development

The shoreline recreation area was first envisioned in 1952, prior to the time the shoreline was within the City limits, through the development of a master plan for shoreline development by a Citizens Advisory Committee. Subsequently, after annexation of the area, a new citizens' committee, assisted by consultants and city staff, prepared a master plan which was approved by the City Council in 1958. Property was acquired and detailed planning began. In 1959, the first phase of the shoreline project was dedicated, consisting of a 100-ft. wide small boat launching ramp, turning basin and channel to deep water. As development continued, the City Council appointed a seven-member Shoreline and Golf Advisory Commission to replace the ad hoc citizens' committee. In 1960, the Council adopted a General Community Guide which provided for the acquisition of all property along the shoreline, with the exception of one block of established waterfront residences. At that time, of the 285 lineal miles of San Francisco Bay frontage, there were only five miles available for public use. San Leandro's 4-1/2 mile acquisition almost doubled this total.

A cooperative effort by Federal, State and local funding programs provided for the early planning, land acquisition, initial construction of basic facility, and, in 1963, the construction of a 304-berth marina to accommodate craft 24 feet to 48 feet in length. A 200-ft. wide, two-mile long water channel provided access to San Francisco Bay. June 1963 saw the dedication of the 1,700-yard par-29 Marina Golf Course. A fishing platform was built with a State grant to provide an early balance to the recreation opportunities available at the Marina. Shortly thereafter, a landmark restaurant, the Blue Dolphin was opened, offering dining accommodations for over 700 people. By 1969, the Marina harbor had an occupancy of 92 percent, with waiting lists for all large berths, and the golf course was enjoying an annual play of over 75,000 rounds. Two mini-parks for sunning, picnicking and enjoying the view, were added. Since then, Hans Glaser Yacht Sales, the San Leandro Boat Works and another large restaurant, the Tia Maria, developed facilities at the Marina. The planning firm, Environ, was retained in late 1969 to plan the phased development of Marina Park and the Small Boat Sailing Lagoon. The first phase of this family-oriented shoreline recreation area was dedicated in September 1970 and now offers picnic, riding, and sailing facilities to all residents of the greater Bay Area. An additional thirty-two 32-foot open berths and

1. Introduction and Scope

The purpose of this study is to investigate the effects of the proposed changes on the system's performance. The study is limited to the following scope:

It is assumed that the system is currently operating at a level of performance that is acceptable. The study is limited to the following scope:

The study is limited to the following scope:

2. Literature Review

The literature review is divided into two main sections: a general review of the literature and a specific review of the literature related to the proposed changes. The general review of the literature is divided into two main sections: a review of the literature related to the proposed changes and a review of the literature related to the proposed changes. The specific review of the literature is divided into two main sections: a review of the literature related to the proposed changes and a review of the literature related to the proposed changes.

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SAN LEANDRO SHORELINE RECREATION AREA SCHEMATIC LAYOUT

CITY OF SAN LEANDRO ... SEPTEMBER 1971

six 40-foot covered berths were completed in 1970 and are now all rented. An additional 158 berths will be under construction late in 1972. As of this writing, over \$5,000,000 of public funds and \$1,500,000 of private funds have been spent on land acquisition and improvements.

The City, sensitive to the need for an environmental balance in the shoreline area, has emphasized the importance of retaining and enhancing wildlife resources. To this end, and with the cooperation of State of California Department of Fish and Game personnel, a Wildlife Plan for the San Leandro Shoreline Wildlife Area was prepared and adopted. Under this plan, approximately 450 acres are set aside as a wildlife sanctuary. This area will support resident and migratory wildlife and provide a living laboratory for wildlife study. The area is being continuously upgraded, and accumulated debris and refuse are being removed. Appropriate access will be provided, high-tide bird-watching areas will be created, and planting of native grass, bushes and trees will prevent erosion and enhance the area's overall appearance. An ecology day camp program for junior high youth is now being operated at the Marina Park and offers a popular wildlife study course utilizing this sanctuary.

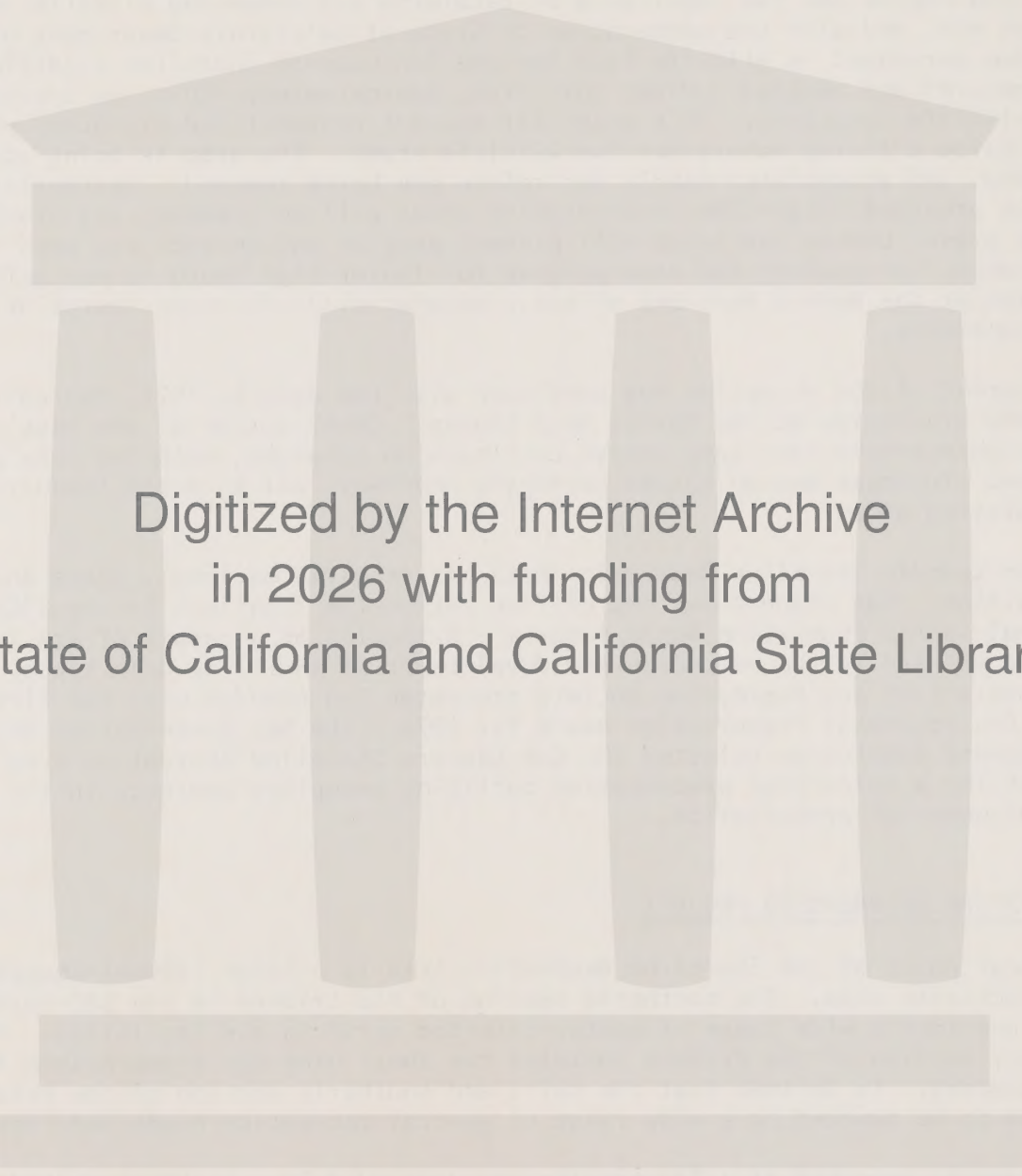
Development of the shoreline has continued with the July 2, 1971, dedication of a second nine holes at the Marina Golf Course. Construction of the regulation size eighteen-hole Tony Lema course continues on schedule, with the site preparation and clubhouse design phases currently underway, all in areas landward of the existing dikes.

The San Leandro Shoreline Recreation Area has received national, State and local recognition. San Leandro was one of five nationwide finalists in the 1969 National Sports Foundation Award program - primarily as a result of its far-sighted efforts in the retention and development of shoreline open space. The California Park and Recreation Society presented San Leandro with the First Place Environmental Preservation Award for 1970. The Bay Conservation and Development Commission selected the San Leandro Shoreline Recreation Area as the subject for a television presentation outlining exemplary projects in the field of environmental preservation.

DESCRIPTION OF PROPOSED PROJECT

The focal point of the Shoreline Recreation Area is a large trident-shaped, multi-activity area. The northerly section of the trident is the 500-berth marina which provides a wide range of boater-oriented services and facilities. The easterly section of the trident contains the short nine and championship 18-hole golf courses. It follows that the third and southerly section of the trident is planned to be devoted to a wide range of general recreation needs and improvements.

This area is composed of a 23-acre lagoon surrounded by a fishhook-shaped dike containing about 15 acres and a 21-acre park area adjacent to the original shoreline. The land areas were constructed entirely of native materials dredged out to create the lagoon in 1968. This construction was financed with a grant under the 1968 Statewide Recreation Bond Act. The first phase of the development of the park itself was completed in 1970 with the assistance of a Federal Open Space Development Grant. This development consisted of the final grading and landscaping of about eight acres of land.



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AREAS (ROUNDED TO FULL ACRES)

Phase #1	8 ac.
Phase #2	13 ac.
Phase #3	15 ac.
Lagoon	23 ac.

SAN LEANDRO MARINA SCHEMATIC LAYOUT

COMMUNITY DEVELOPMENT OFFICE • JUNE 1970





The second and third phases of this park development will carry the same general level and nature of improvement into the remaining 13 acres of park area and the 15-acre dike, respectively. Specifically, the project will include the installation of utility lines, grading and contouring of the land, installation of landscaping, the development of walking, equestrian, and bike paths and play areas and the construction of other normal recreation-support facilities such as access roads, parking areas and restrooms. The general character of these facilities as they exist in the Phase 1 area is shown in the photograph on the following page and on the cover. A similar character will be carried into the Phase 2 and 3 areas. In addition, special recreation facilities will be included in Phases 2 and 3. They are shown on the Marina Schematic Layout and include a bird observation blind, campfire circle, observation tower and several view and rest areas. All of these facilities are related to the nature interpretive program to be carried on in this area upon its completion.

The first part of the book is devoted to a general survey of the history of the subject. It begins with a discussion of the early attempts to explain the origin of life, and then proceeds to a more detailed examination of the various theories which have been advanced. The author then turns to a consideration of the evidence which has been accumulated in support of the various theories, and finally comes to a conclusion as to which theory is the most probable. The second part of the book is devoted to a more detailed examination of the various theories which have been advanced. The author then turns to a consideration of the evidence which has been accumulated in support of the various theories, and finally comes to a conclusion as to which theory is the most probable.

ENVIRONMENTAL IMPACT

1. Probable Impact of the Proposed Project on the Total Environment

- A. Contouring - At present the land form consists of dredged Bay mud, which is a fine silt with very little permeability. Ponding and runoff during wet seasons is considerable because of the inability of the soil to absorb water. It is proposed that this material be contoured into hills and valleys with a difference of elevation in the neighborhood of ten to fifteen feet. On top of this basic contouring will be deposited a foot or more of topsoil to support landscaping. This soil does absorb rainwater and irrigation water, but the water, after it has drained through the soil layer, will flow under it across the surface of the contoured mud to the low points in the area. Catch basins leading to an underground storm drainage system will pick up this water which, because of the extremely slow velocity of the sub-surface drainage will be essentially silt-free, and deposit it into the lagoon. This system was used in the Phase 1 area and has proved to be extremely effective in eliminating erosion and siltation. For these reasons, contouring is considered to be essential, not only for the creation of interesting land forms in the recreation area, but to minimize runoff and siltation of adjacent waters.

A favorable impact on the total environment is therefore anticipated as a result of this phase of the work.

- B. Landscaping - The planting of trees, shrubs and grasses is also an important element, both for the beautification of the recreation area, and to minimize runoff and erosion. An irrigation system will be provided throughout a major part of the park area, although some areas, particularly in Phase 3, will be planted entirely with native plant materials which require very little irrigation. One of the major problems of the shoreline area where landscaping does not exist is that of summertime dust. There is a fairly strong and consistent afternoon breeze in the summertime, and unlandscaped areas are real problems as dust-generators. Landscaping and ground cover on areas where paving is not necessary has proven to be the best long-range solution to that problem.

Therefore, a favorable impact on the total environment is anticipated from the landscaping portion of the work.

- C. Utilities and Restrooms - Restrooms will be provided as necessary parts of the development of the park, both for sanitary and convenience reasons. These restrooms will be lighted for safety, as will key elements of the park area and parking lot. It is intended, however, that the majority of park area will not be night-lighted. The restrooms will, of course, be provided with sanitary sewer facilities leading to the City sanitary sewer system. All utilities will be located underground.

Therefore, a favorable impact on the total environment is anticipated as a result of the installation of utilities and restrooms.

- D. Special Recreation Facilities - As indicated on the schematic layout, the following special recreation facilities are anticipated to be constructed as a part of Phases 2 and 3 of this program.

THE JOURNAL OF THE

1. Introduction - The purpose of this journal is to provide a forum for the exchange of ideas and information among scholars and students of the history of the United States. It is intended to be a vehicle for the presentation of original research, critical analysis, and the discussion of current events. The journal will accept work for consideration from both professional historians and students. The editor will select articles for publication on the basis of their contribution to the field. The journal will be published quarterly. The subscription price is \$10.00 per year in advance. Single copies are \$3.00. The journal is published by the American Historical Association, 1015 15th Street, N.W., Washington, D.C. 20005. The editor is Professor John H. Coatsworth, University of California, Berkeley, California. The circulation is approximately 1,000 copies per year.

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1. Observation tower
2. Bird observation blind
3. Campfire circle
4. Rest areas and view areas
5. A major play area on a marine theme
6. Parking lot

With the exception of the marine theme play area and the parking lot, most of the facilities will be for passive types of recreation, particularly those related to the observation of wildlife and the appreciation of the shore and Bay views that this location offers. In addition, a system of walking and bicycle trails will provide access to all areas. No motor vehicles will be permitted westerly of the parking lot in the Phase 2 area. There will be an emergency service road on the dike, but not open to the public. It is intended therefore to maintain the entire Phase 3 area, that is, the dike around the lagoon, as a natural area, with the active recreation facilities and the parking lot to serve them located close to the entrance of the park on Neptune Drive. In all, a major portion of both the Phase 2 and Phase 3 area will be devoted to the enhancement, preservation and observation of a reconstructed natural environment on the Bay shore.

In that enhancement of natural environment is a major objective of this project, a favorable impact on the total environment is anticipated from this phase of the work.

2. Probable Adverse Environmental Effects

All of the land forms necessary for this project have been created. No additional dredging or deepening of existing shoal areas is contemplated. None of the facilities that are proposed either decrease the area or deepening of existing shoal areas is contemplated. None of the facilities that are proposed either decrease the area or volume of the water, impede oxygenation of the water, generate any air pollution, or create any siltation problems. It is anticipated therefore, that no adverse environmental effects will result from this project.

3. Mitigation Measures Proposed to Minimize the Impact

In that none of the improvements proposed are deemed to have any adverse environmental impact, and in that the construction techniques involved in making these improvements likewise are not expected to have any adverse environmental impact, no special mitigation measures are proposed in this project.

4. Alternatives to the Proposed Project

Because this project is designed and will be undertaken to enhance the environment, development of alternatives to it does not seem necessary or appropriate.

5. The Relationship Between Short-Term Use and Long-Term Productivity

In that no adverse environmental influences are expected to result from this project, the positive benefit to be derived from the development of these

recreation facilities is thus a net environmental benefit, that is, it is not diminished by a corresponding environmental degradation or loss in long-term productivity.

6. Irretrievable Commitment of Resources

No change in land or water forms or in the relationship between them is proposed in this project, so no irretrievable commitment of those elements of the environment is involved. The contouring and landscaping of the existing land forms is of a nature that does permit future modification if some improved use of the area in the future were determined to be desirable. However, it seems difficult to foresee a recreation development that is better from an environmental standpoint than simple contouring and landscaping of a shoreline park.

DISCUSSIONS WITH OTHER GOVERNMENTAL AGENCIES

Discussions with other governmental agencies have included (1) preliminary review with BCDC to insure that there is no conflict between this project and the Bay Plan, (2) preliminary review by the Association of Bay Area Governments in its capacity as metropolitan clearinghouse, and (3) guideline procedural orientation discussions with offices of the State environment and resources agencies most directly involved - Water Quality, Fish and Game, and Navigation and Ocean Development.

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